

The China Mail

Established February, 1845.

HONGKONG, MONDAY, APRIL 10, 1893.

VOL. XLIX. No. 9414.

廿四月二年四月十日

四月二年四月

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

Banks.

THE BANK OF CHINA, JAPAN AND THE STRAITS, LIMITED.

Subscribed Capital, £25,000,000.

Capital Called Up, 251,000,150.

Bank of Directors.

W.M. KESWICK, Esq., Chairman.

Adolf von Anden, Esq., F. D. Sarson, Esq.

Robert Kesson, Esq., H. D. Stewart, Esq.

David McLean, Esq.

Hongkong Committee.

The Hon. J. J. Keswick.

The Hon. O. P. Chatel.

H. Horatio, Esq.

Head Office.

3, PRINCE'S STREET, LONDON.

Branches:

BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.

Agencies:

PENANG, SINGAPORE, AND YOKOHAMA.

RATES OF INTEREST.

Allowed on Current Accounts and Fixed Deposits, can be ascertained on application.

CHARTREY INCHBALD,

Manager.

Hongkong, April 10, 1893.

247

Notice of Firm.

HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

DURING my temporary absence from the Colony, Mr. W. A. DUFF has been appointed Acting SECRETARY from this date.

By Order of the Board,

W. H. WALKER,

Secretary.

Hongkong, April 4, 1893.

634

Banks.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum. Depositors may transfer their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4% PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,

F. DE BOYBIS,

Chief Manager.

Hongkong, August 1, 1891.

1516

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL, £1,000,000. SUBSCRIBED CAPITAL, £500,000.

HEAD OFFICE—HONGKONG.

Directors.

D. GILLIES, Esq. CHOW TUNG SHANG, CHAN KEE SHAN, Esq. Esq.

O. J. HIRST, Esq. W. WOTTON, Esq.

KWAN HOI CHUEN, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR.

Branches.

LONDON, YOKOHAMA, SHANGHAI, AMOY AND FOOCHEW.

Bankers.

THE COMMERCIAL BANK OF SCOTLAND, THE BANKING CO. AND THE ALLIANCE BANK (LTD.).

Interest for 12 months 5%.

do 6 do. 4%.

do 3 do. 3%.

Current Accounts 3%.

Hongkong, January 7, 1893.

47

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$10,000,000.

RESERVE FUND, \$3,600,000.

RESERVE LIABILITY OF \$10,000,000.

PROFITS/RENTS, \$10,000,000.

COURT OF DIRECTORS—

H. HOPKINS, Esq.—Chairman.

C. J. HOLLIWAY, Esq.—Deputy Chairman.

Carl Janzen, Esq. J. S. Moses, Esq.

Hon. J. K. Kewich, Esq. D. R. Sascoo, Esq.

Julia Kramer, Esq. Gerald Slade, Esq.

J. S. Lapraik, Esq.

Chief Manager:

Hongkong—F. DE BOYBIS, Esq.

MANAGER:

Shanghai—J. P. WADDE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING CO. LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance up to \$200,000.

On Fixed Deposits—

For 6 months 3% per cent. per annum.

do 12 " 4% " up to \$200,000.

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Intimations.

WINDSOR HOTEL,
(in Connaught Buildings),
QUEEN'S ROAD, HONGKONG.

THE PRIVATE HOTEL heretofore carried on in WINDSOR HOUSE has now been removed to CONNAUGHT HOUSE. Quinque under European management. Each Bed-room has its own Bath-room. Hot and Cold water. Passenger Elevator to all floors. Charges from \$2 per day upwards.

Special Rates for Families or Permanent Boarders. Offices and Rooms to let, unfurnished, and Rooms with or without Board, by day or month. Apply at the Office, No. 37, 3rd Floor.

Hongkong, August 23, 1892. 1534

THE MIKE COAL MINING COMPANY.

THE MIKE COAL is a bituminous Coal of dark reddish colour. For Steam purposes, it has been pronounced to be the best and the most economical of all the JAPANESE COALS.

Its export is increasing yearly, and the opinions expressed by several of the largest angular consumers are in testimony of the excellent qualities of the Coal.

Attention is called to the following advantages to Shipowners and Captains, who Coal their Bunkers direct from the Undersigned:

Freshness of the Coal.

Uniformity of quality.

Freedom from impurities.

Supply in quantity, on shortest notice.

Quick despatch.

Best of weight, etc, etc.

MIKESU KAISHA,
Sales Agents.
Hongkong, October 1, 1892. 1714

VUNG CHUNG & CO. (恒順源),
from SHANGHAI, are prepared to undertake
CONTRACTS and JOBS for PAINTING,
POLISHING, DECORATING and all descriptions
of ORNAMENTAL WORK in
Houses, also for making CABINETS and
FRENCH POLISHING FURNITURE,
and solicit the kind patronage of the Public.
All Orders will be promptly, faithfully and
satisfactorily executed. Best Materials
and Superior First-class Workmanship in
not and best style guaranteed.

CHARGES MODERATE.
No. 15, WELLINGTON STREET.
Hongkong, February 1, 1893. 193

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debts contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:

BANDANZA, British barque, Capt. J. O.
John.—JARDINE, Matheson & Co.

CELESTINE, British ship, Capt. Owen.
JARDINE, Matheson & Co.

JOSEPHUS, American ship, Capt. T. N.
Rogers.—REINER, Brückmann & Co.

R. R. THOMAS, American ship, Capt. P. B.
Nicholas—Shaw & Co.

SIMON, British ship, Captain H. J.
Smith.—MELCHERS & Co.

To-day's Advertisements.

NOTICE TO MARINERS,
No. 29 (SPECIAL).

SHANGHAI DISTRICT.

WOOSUNG INNER BAR.

Marks and Lights for Feima Channel :
probable discontinuance of

NOTICE is hereby given that the depth
of water on the Woosung Inner Bar,
in the line of the Feima Channel Marks,
is not the same as in the line of the Old
Bar Marks, and that the marks and lights
for the Feima Channel will be discontinued
whenever, and so long as, the depth in that
passage shall be less than the depth in the
line of the Old Bar Marks.

A. M. BISBEE,
Coast Inspector.

Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 4th April, 1893. 672

PERSEVERANCE LODGE OF
HONGKONG, No. 1,165.

A regular MEETING of the above
LODGE will be held on MONDAY,
the 17th instant, at 8.30 for 9 p.m. precisely.
VISITING BROTHERS are cordially
INVITED.

Hongkong, April 10, 1893. 665

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BAITAL PORTS;

ALSO,

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON MONDAY, the 1st day of May,
1893, at 3 p.m., the Company's
S.S. OLDFENBURG, Captain GATHEMANN,
with MAIL, PASSENGERS, SPECIE,
and CARGO, will leave this port as above,
calling at NAPLES and GENOA.

Shipping Orders will be granted till
Noon, cargo will be received on board
until 3 p.m., Specie and Parcels until 3
p.m. on the 30th April, 1893. (Parcels
will be left at the Agent's Office). Counter
of Parcels will be open. No Parcels or
receipts will be signed at less than \$2, and
Parcels should not exceed Two Post Cubic
in measurement.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, April 10, 1893. 668

To-day's Advertisements.

HONGKONG HOTEL COMPANY,
LIMITED.

NOTICE.

AFTER this date NO FULLY PAID-UP
SHARES of this Company will be
TRANSFERRED on which the Calls on the
NEW SHARES standing in the same
Name, remain unpaid.

By Order,

R. LYALL,
Secretary.

Hongkong, April 10, 1893. 671

Stamps! Stamps!!

USED Postage STAMPS of HONG-
KONG, MACAO, PHILIPPINES,
TOMOR, SHANGHAI, PORTUGUESE
INDIA, SIAM, STRAITS SETTLEMENTS
and CHINESE EMPIRE bought
in any quantity, and the HIGHEST PRICES
paid.

Send trial Consignment for Registered
Letter.

Prompt Cash, or other Articles, as de-
sired sent in return.

LUDWIG ZISSSLER,
Stamp Merchant,
65, St. Martins Lane,
LONDON, W.C.,
ENGLAND.

678

TO LRT.

THIRD FLOOR in No. 6, QUEEN'S
ROAD, No. 9, SYMOUR TERRACE,
No. 4, OLD BAILEY STREET.

Apply to

DAVID SASSOON, SONS & CO.,
Agents.

Hongkong, April 10, 1893. 677

SHIPPING.

ARRIVALS.

April 9.—

Bantam, Dutch steamer, 1,500, C. J. v.
d. Bergh, Bangkok April 2, 8 p.m., Rio
Perry.—LAURENCE.

Penang, German steamer, 762, Th. Leh-
mann, Shanghai April 5, General—
SEIMSEN & CO.

Denarow, British steamer, 1,057, Geo.
Anderson, Bangkok March 21, and Koh-
shau April 3, Rice and General—
YUEN FAT HO.

Taiyuan, British steamer, 2,500, R.
N. R. W., Wuhan and Chingkang
April 3, 9 p.m., Rice and Ground Nuts.—
BUTTERFIELD & SWINE.

Nanshan, British steamer, 305, Joseph
Blackwood, Bangkok April 2, Rice—Hor-
Hing Hong.

Sulit, British steamer, 2,103, W. D. G.
Worcester, London February 23, and Singa-
pore April 4, Mails and General.

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In the report of the steamer *Sulki*, which arrived yesterday afternoon, it is stated that the enigma at Gap Rock appeared half-mast high, but no signals were made. Upon making inquiries at Harbour Office to-day, we learn that there was no fatality at the Rock, as might have been supposed. The lighthouse keepers had merely saluted the passing mail steamers, and the lanyard had fouled.

This morning Detective Inspector Stanton and a few men prevented a gang robbery in Kennedy Town, near the new Shlaughter House. Information having been brought to the police that an attempt would be made to rob a millionaire's house during his absence, and while only two women were in the house, the Inspector went to the position. Four men approached, but as soon as they discovered that the police were in the house they attempted to escape. Two were arrested, and upon one was found a large knife, three pugs and three long pieces of cord. They were brought before Mr. H. E. Wodehouse this morning, charged as robbers and vagabonds, and were both sentenced to three months' imprisonment. One of the men had been previously convicted and flogged.

The London Lyric Company gave their farewell performance at the Theatre Royal on Saturday evening, before one of the biggest audiences ever seen at any dramatic performance in Hongkong. The piece was "Turned Up," which, we should say, is the weakest in the Company's repertoire, but it was nevertheless greatly enjoyed; and the variety programme which followed was received with enthusiastic approbation. Miss Mario Brian, in "Ta-ra-Hooom-dey," was recalled three times, and the applause increased with each successive appearance which the talented and agile "young" lady made. Miss Vivienne Dagmar, in her "Serpentine Dance," also met with an ovation, and Mr. Cecil Burt's songs were received with flattering marks of appreciation. Many people would insist on making "odium comparanda" between the Lyric Company's performance of "Turned Up" and that given by the Hongkong A.D.C. recently. It was the general opinion at the time the Amateurs produced this very farcical comedy that their performance would be bad to beat. Let it suffice to say, without detracting from the general merit of the Lyric Company's farewell entertainment—that it has not yet been beaten in Hongkong. The "Lyrics" leave by the English mail for Shanghai to-morrow, and if they don't do as well, in the "Model Settlement" as they have done here, it will be a wonder. We understand it is their intention to make a brief sojourn here on their return from the North, and we need hardly say they are sure to meet with all the support which the Colony can afford them. Their experience here, it may be remarked, has proved pretty conclusively that a good "show" has nothing to fear in Hongkong—it is only those of a low class that come to grief.

The Blue-jacket *Prism* was airballed broken down off Acheson the other day, says the *Scouts' Times*. Her damage must have been slight, as she declined assistance.

The Japanese Court of Inquiry into the circumstances attending the loss of a junk, through colliding with the Russian cruiser *Zubatka*, near Shimoneosaki, in January last, was concluded on the 27th ult., and resulted in the suspension of Pilot Od Kinsaburo's certificate for six months.

We hear (says the *N.C. Daily News*) that Mr. E. Farago is to succeed Mr. Bredon as Commissioner of Customs. He is supposed to be in order that the Arctic Grand-Duke is expected here in this important position. There is a report that Mr. McLean, who has just returned from leave, is to succeed Mr. Hobson at Chankang.

The Hongkong Steamship Company (Limited) has been registered by H. Moss and Co., 28, Palmerston-buildings, E.C., with a capital of £26,000 in £100 shares. The object is to acquire and work steamships, and to carry on the business of shipowners in all its branches. W. R. Corfield is the sole director. Remuneration, 3 per cent. of the gross earnings.

The *Scouts' News* of the 4th inst. says—H.M.S. *Severn*, preceded by the French cruiser *Forêt* which had also bound for Nagasaki, left her moorings at 10.30 p.m. yesterday and sailed down the river. Her departure leaves an unusual void in Shanghai for her officers have hitherto identified themselves with the life and spirit of the settlement during their five months' stay here, and seldom has a man-of-war been so popular as the *Severn*. Her men, too, have been unusually well-behaved. When the ship first arrived the excellent step was taken of organising a club for the warrant officers next to Union Church, and another for the blue-jackets in Fochow Road, and here they have found a regular entertainment. The *Severn* is expected back to Woyang on the 21st, but will not come up to Shanghai again. Both the *Severn* and *Forêt* had to anchor off Round Point, owing to an extremely low tide, caused by the strong western wind.

It was learnt with very great regret yesterday morning (says the *N.C. Daily News* of the 5th inst.) that Mr. E. W. Rice, who seemed in perfect health on Monday, had a paralytic stroke at 8.30 a.m., and remained in an unconscious state. This regret will be intensified when it is known that he never recovered consciousness, and died last night. Mr. E. W. Rice, whose unfailing vivacity and humour made him a great favourite, was a native of Boston, and came to China in 1863. He was a prominent figure in the life of the Settlement, one of the original members of the Mih-ho-Long Hook and Ladder Company, and the Second Captain of the Mih-ho-Long Biffes. He was not yet fifty-three years of age. It is somewhat remarkable that a trifling party that used to assemble every Saturday, and which was for a long time, the sooner the better. Two good men have been lost by the departure of Capt. Byrne, R.M.L.I., and Lt. Carlyle, R.A.

We learn, on good authority, that the negotiations on the subject of the Burma-Chinese frontier have made some satisfactory progress of late.

We learn that the British Government has agreed to a Chinese Vice-Consul being stationed at Peking. China, it will be remembered, already has a Consul-General at Canton.

It is reported that during the present year a squadron of Japanese war vessels will proceed on a longer cruise than usual, calling at Vladivostock, Korea and Chinese ports, and making a visit also to Borneo and adjacent islands.

There has been much speculation as to the probable successor of the Duke of Edinburgh, who is appointed to be the next Commander-in-Chief of the Forces in August next.

Names—Admiral Sir Algernon Lyons, K.C.B., and Sir Nowell Salmon, K.C.B., have been freely mentioned, but there is no longer any doubt Sir Algernon Lyons has been nominated for the position.

Mr. Clement Scott will shortly make his tour round the world particularly memorable by his marriage at San Francisco. His bride left London recently to meet him in the Far West. The newly-married couple will, after the ceremony, make straight for the Chicago Exhibition. Mr. Scott's first wife was sister of Sir George Johnson; his second will be Mrs. Margaret Becker.

An Indian paper, discussing the reoccurrence of leprosy in India says that Dr. Mansoor discovered that leprosy is caused in China by the introduction of the poison into the blood by mosquitoes. It is thought that this may account for the prevalence of leprosy in the extreme north, where mosquitoes abound. In Japan minute precautions are taken against mosquitoes and other insects; where they abound leprosy is endemic.

The *Shanghai Mercury* states that one of the three subjects for essays given to the students of the Chinese High School of the Institute of Shanghai by Dr. H. H. Smith this month is that of the *Parsons*, those writing up this subject being desired, if possible, to draw a map of that region in connection with their compositions. Prizes are given to the best writers by the examiner for the month, who also gives the subjects to be written upon and who generally is a Governor, General or Governor of some province; the last examiner for March having been Chang Chih-tung, Governor General of the Hu-kung provinces.

Hirayama the German naval ensign has been utilised as a consular and mail flag, etc.; but according to an Imperial Order, dated Nov. 22, 1892, a distinct flag is required for each Consular office in the future. The design for the Consular ensign consists of the national flag, with the Imperial Eagle surmounted by the Imperial Crown in the centre of the white stripe; the top and bottom bars being cut away in the shape of a half-moon, to make a circular space for the eagle and crown. The mail flag is similar, with the exception of the post-horn being substituted for the eagle, beneath the crown. The new regulation came into force on the 1st inst.

The trouble in the north (writes the *New-chwang Correspondent* of the *N.C. Daily News*) are not settled on a sure basis for we hear that taxation is to be imposed on the representatives of the Hongs being sent to the port, and not for many years to come in principle style. If this be so, then it is to be unpleasant results sooner or later. Anyhow, if the authorities have to give way, it will be bad for them; meanwhile it cannot but be a just impression that the new regulation will be bad to beat. Let it suffice to say, without detracting from the general merit of the Lyric Company's farewell entertainment—that it has not yet been beaten in Hongkong. The new regulation came into force on the 1st inst.

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The *Scouts' News* of the 4th inst. says—H. E. Heu, Chinese Envoy to Berlin and St. Petersburg now at the latter city, has telegraphed to H. E. Li Hung-chang of the *Shanghai Mercury* to the British Foreign Office, perfectly friendly while discussing the Peking Question and that he has confronted them with the Anglo-Russian arrangements made nearly two years ago in which it was conjectured that the Peking belonged to China; hence any movement of Russia in that region was an encroachment upon the original arrangements. The Envoy also telegraphed that he was in expectation of concluding a preliminary treaty with Russia about the Peking shortly.

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THE CHINA MAIL

[No. 9414. APRIL 10, 1893.]

Mails.

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

Through Bill of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *MALWA*, Captain C. H. S. Tocque, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 13th April, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be received by *Bombay*.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to set the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to H. H. JOSEPH, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, April 5, 1893.

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Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG. *Oceanic*, v. Honolulu, TUESDAY, April 18. *Gloria*, v. Honolulu, TUESDAY, May 9. *Edie*, v. Honolulu, THURSDAY, June 8.

THE Steamship *OCEANIC* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 18th April, at 1 p.m., connection being made at Yokohama and Honolulu, and passengers are allowed to break their journey at any point en route.

THROUGH TICKETS issued to Europe or to cities in the United States or Canada are good for transportation to the Missouri River, by the CENTRAL & UNION PACIFIC RAILWAYS only. East of the Missouri River, passengers have the choice of various Railways leading to New York, via Chicago, Louis, Niagara Falls, Washington, Philadelphia, &c.

Particulars of the various routes can be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's agents and Steamers.

Parcels will be received on board until 4 p.m. the day previous to sailing. Parcels will be received at the office until 5 p.m. same day; all Parcels Packages should be marked to address in full; value of same is required.

Comptor Involved to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central, J. S. VAN BUREN, Agent.

Hongkong, April 8, 1893.

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NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG. *Subject to Alteration.*

Tacoma, v. Tuesday, May 2.

THE Steamship *TACOMA*, Captain J. Hill, sailing at Noon, on TUESDAY, the 2nd May, will proceed to VICTORIA, B.C., and *TACOMA*, via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan or to cities in the United States or Canada are good for transportation to the Missouri River, by the CENTRAL & UNION PACIFIC RAILWAYS only. East of the Missouri River, passengers have the choice of various Railway lines to New York, via Chicago, St. Louis, Niagara Falls, Washington, Philadelphia, &c.

Particulars of the various routes can be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcels Packages should be marked to address in full by 5 p.m. the day previous to sailing.

Comptor Involved to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central, J. S. VAN BUREN, Agent.

Hongkong, March 30, 1893.

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NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX; ALSO PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 19th April, 1893, at Noon, the Company's Steamship *SALAZAR*, Commandant PAUL, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

General Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 18th April, 1893. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPEAUX, Agent.

Hongkong, April 5, 1893.

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For Sale by A. WATSON & Co., Chemists.

Intimations.

The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL,

Reprinted from "The China Mail."

WITH AN APPENDIX

TO PUBLISH TO THE DEPARTURE

OF EACH CHINESE AND FOREIGN MAIL

STEAMER FOR CHINA, AND SPECIAL

COMMERCIAL INTELLIGENCE, SPECIAL TABLES

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The various Reports of Courts and Meetings,

and all other news, are given in full as

they appear in the Daily issue.

The *Overland China Mail*, by the convenience of its form and the accuracy and fulness of its reports, has long been popular with residents who wish to send home a weekly budget of the news of Hongkong and the Far East. Circulating, as it does, among nearly all the old China "hands" at Home and also among residents in the Treaty Ports and in the interior, it offers special advantages to advertisers.

The *Overland China Mail* will be regularly

published for the *China Mail* Office,

MESSRS. KELLY & WALSH,

MESSRS. LANE, CRAWFORD & CO.,

AND MR. W. BROWNE,

Price, 50 Cents.

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A SERIES OF ARTICLES,

Reprinted from "The China Mail."

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Merchant Vessels in Hongkong Harbour.

Extracts of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commanding at

Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the *boil* of the

Harbour *c*. Shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section 1. From Green Island to the Cas Works.

2. From Gas Works to Jardine's Wharf.

3. From Jardine's Wharf to the Harbour Master's Office.

4. From Harbour Master's to the P. and O. Office.

5. From P. and O. Office to Pedder's Wharf.

6. From Pedder's Wharf to the Naval Yard.

Section 7. From Naval Yard to Blue Building.

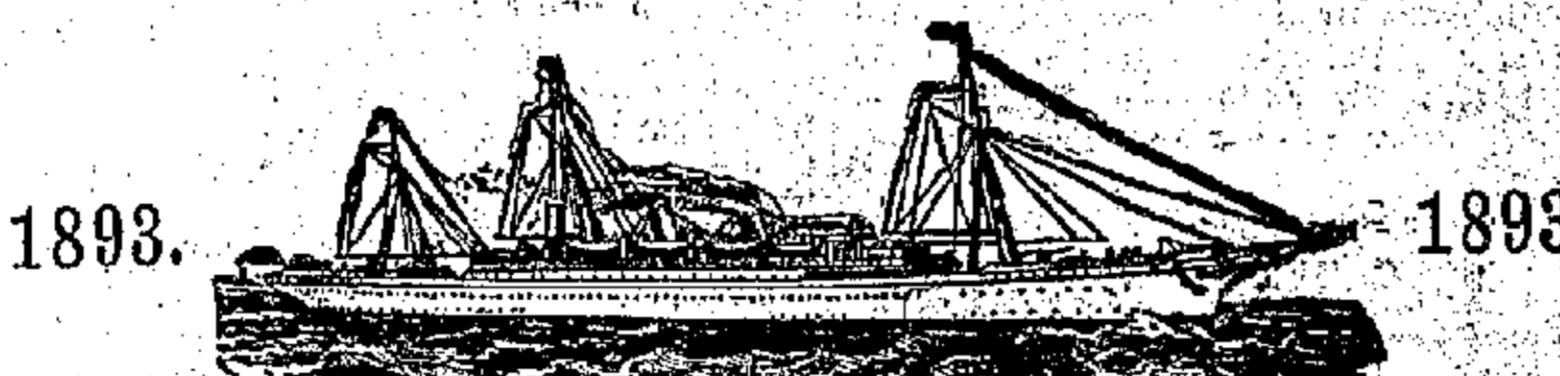
8. From Blue Building to East Point.

9. From East Point to North Point.

10. From North Point to Kowloon Wharves.

11. From Kowloon Wharves to Jardine's Wharf.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



1893.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

TWIN SCREW STEAMERS—10,000 HORSE POWER.

1893.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA, 6,000 tons. WEDNESDAY, 12th April.

EMPEROR OF INDIA, 6,000 tons. WEDNESDAY, 3rd May.

EMPEROR OF JAPAN, 6,000 tons. WEDNESDAY, 24th May.

EMPEROR OF CHINA, 6,000 tons. WEDNESDAY, 14th June.

THE STEAMERS of this Line pass through the famous INLAND SEA of JAPAN, and call at VICTORIA, B.C., to land and embark passengers.

The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.

Passengers booked to all the principal points in Canada and United States, and also through to Great Britain and the Continent of Europe at current rates, with passengers of choice.

Through TICKETS—Time limit for prepaid return ticket, reckoned from date of re-embarking at Vancouver.

Special Rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services,